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LIGENCE AGENCY

REPORT NO.

## INFORMATION REPORT

CD NO.

COUNTRY

Germany (Eussian Zone)

DATE DISTR.

11 September 1951

SUBJECT

Production Quotas for the Berlin-Grunewald, Potsdam, and Berlin-Schoeneweide Railroad

NO. OF PAGES

3

PLACE **ACQUIRED**  Repair Shops 25X1A

NO. OF ENCLS.

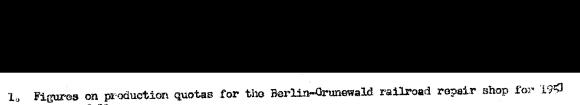
DATE OF INFO.

Year of 1951

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SUPPLEMENT TO REPORT NO.

25X1X



- were as follows:
  - a. Prescribed production quota, including costs and man hour requirements:

Category	Number of railroad cars to be repair- ed or disassembled	Cost per car in eastmarks	Work hours required per car
G 2	1,392	571	90
G 44 ·	849	1,535	180
G 5	494	3,182	360
Total G Disassembly	2,175	3,669,955	455,940
of cars	250		31,500(126
			hours
			per car)
learly bonu	s of 960 DH per appre	entice for 100 ap	prentices

Grand total 487,440

Production quots the value of which may be used for investment purposes (nicht beauflagte Produktion (Invest.))

Category	Number of railroad cars to be repair- ed or disassembled	Cost per car in eastmarks	ork hours required per car
G 2	645	380	100
0 4	160	1.120	200
G 5	35	3,000	600
Total 0	840	529,300	117,500

Grand total, including services

rendered to other railroad

district(for example, Halle and Dresden):

810,800

172,000

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- 2. The 1951 production quota figures for the Potsdam railroad repair shop were as follows:
  - a. Prescribed production quota:

Category	Numbers of railroad cars to be repair- ed or disassembled	Cost per car in eastmarks	Work hour re- quired per car
G 2	1,150	492	110
	350	429	90
G 4	<b>70</b> 0	1,455	210
	200	1,277	180
G 5	500	2,977	420
California de la composita	200	2,610	360
Total G	3,100	4,000,350	623,000
Disassembl	ly 350		հի.100
Yearly bor	us of 960 DK per appre	entice for	er teleforen (tipulatura er
200 apprer		192,000	
Grand total		4,192,350	667,100

b. Production quota the value of which may be used for investment purposes:

Category	Number of railroad cars to be repair- ed or disassembled	Cost per car in eastmarks	Work hours required per car
G 2	735	380	100
G 4	181	1,120	200
GS	150	3,000	600
Total G	1,066	932,020	199,700
	, including services	•	
	other railroad		
districts (	for instance, Walle and	d Dresden):	
	•	982.716	209,700

3. The 1951 production quota figures for the Berlin-Schoeneweide railroad repair shop were as follows:

a. Prescribed production quota:

Category	Number of railroad cars to be repair- ed or disassembled	Cost per car in eastmarks	Work hours re- quired per car
ET O EB O ET 2 EB 2 ET 3 EB 3 ET 4 EB 4	60 60 300 300 96 96 1111 1111	3,782 2,161 9,186 5,079 13,509 7,565 15,130 8,108	1,123 720 2,300 1,189 3,100 1,858 3,800
Total Rail cosch	1,200	10,005,456	2,110 2,484,288
motors (3,000 DK p	200 or motor)	600,000	<b>152,000(7</b> 60 hou <b>rs</b> per mo <b>tor</b> )



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apprentice Grand tota	S Producenski sama endre senan se	336,000 12,141,456	1,936,288 As recei	-
urano tota.	ı.		2,936,283 Corrected	
Production purposes:	quota the value of wh			
Category	Number of railroad	Cost per car	Work hours re-	
	cars to be repair- ed or disascembled	in eastmarks	quired per car	nitur <b>if</b> ean
et 4	<b>2</b> 5	70,000	12,000	
EB 4	25	30,000	7,000	
et 4	25	40,000	7,500	
EB 4	25	20,000	h*ft00	
Total	100	4,000,000 As r	e. 775,000	a figure a zeu.
	l, including services of other railroad	Corrected tota	1 772,500	
districts(	ice., to Halle and Dro	esden) -		
		5,290,000	1,050,000 As rece	

Note: Explanation of abbreviations.

G stands for freight ear, index number 2 to 5 indicating the various achelons of repair work to be performed.

ET stands for Eisenbahntriebvagen(motor rail coach), EB for Eisenbahnbeiwagen, i.e. a car coupled to a notor rail coach. Index figures 0 to 5 indicate the various echelons of repair.

25X1A\*\* Comment. The Berlin-Grunewald railroad repair shop specializes in the repair of freight cars and has a work force of 558. The Potsdam railroad repair shop, which specialized in the repair of freight cars, had a work force of 777. The Berlin-Schoenweide railroad repair shop specialized on the repair of motor rail coaches as used by the Berlin interurban railroad system and had a work force of 1,843.

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